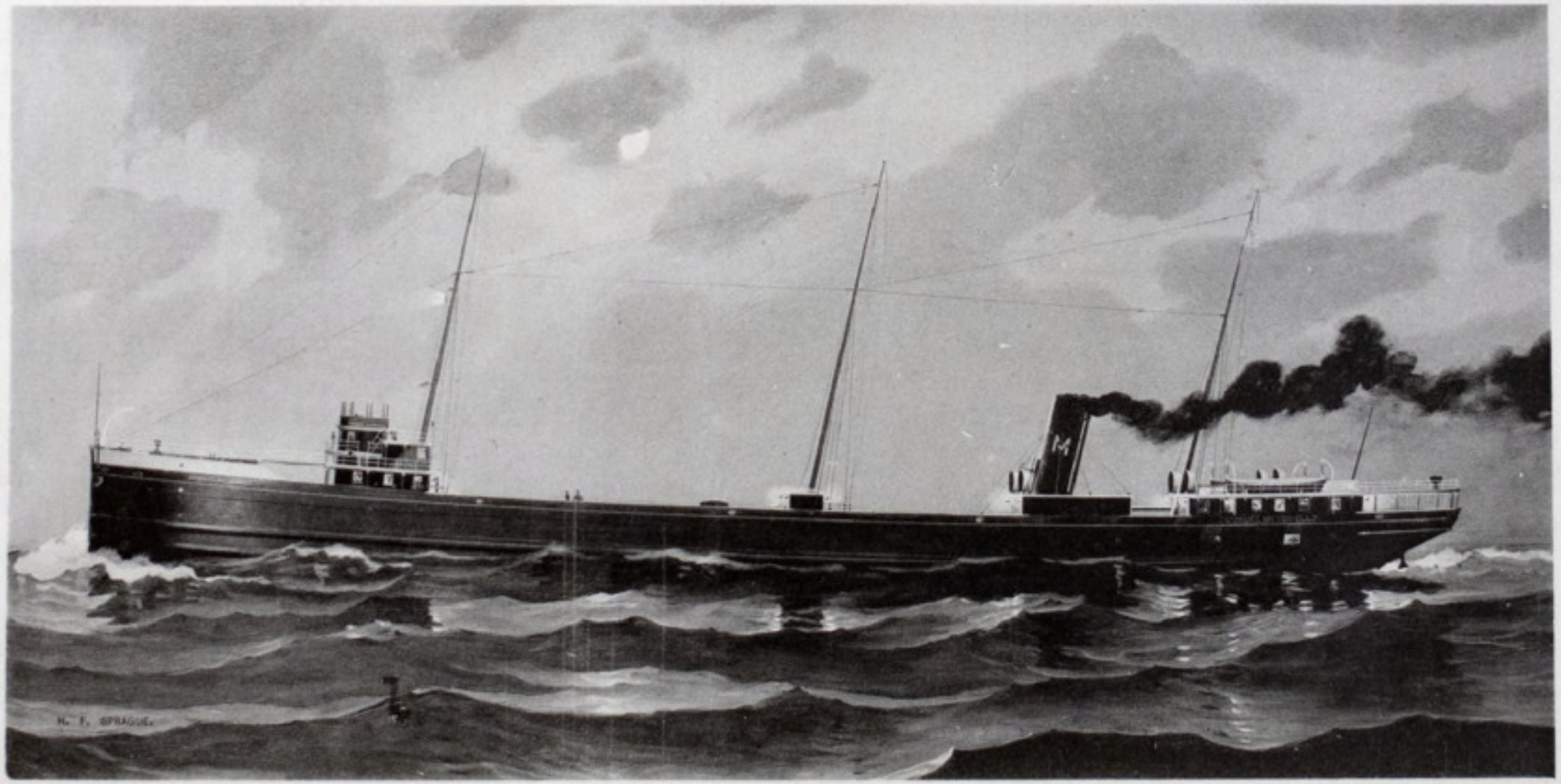

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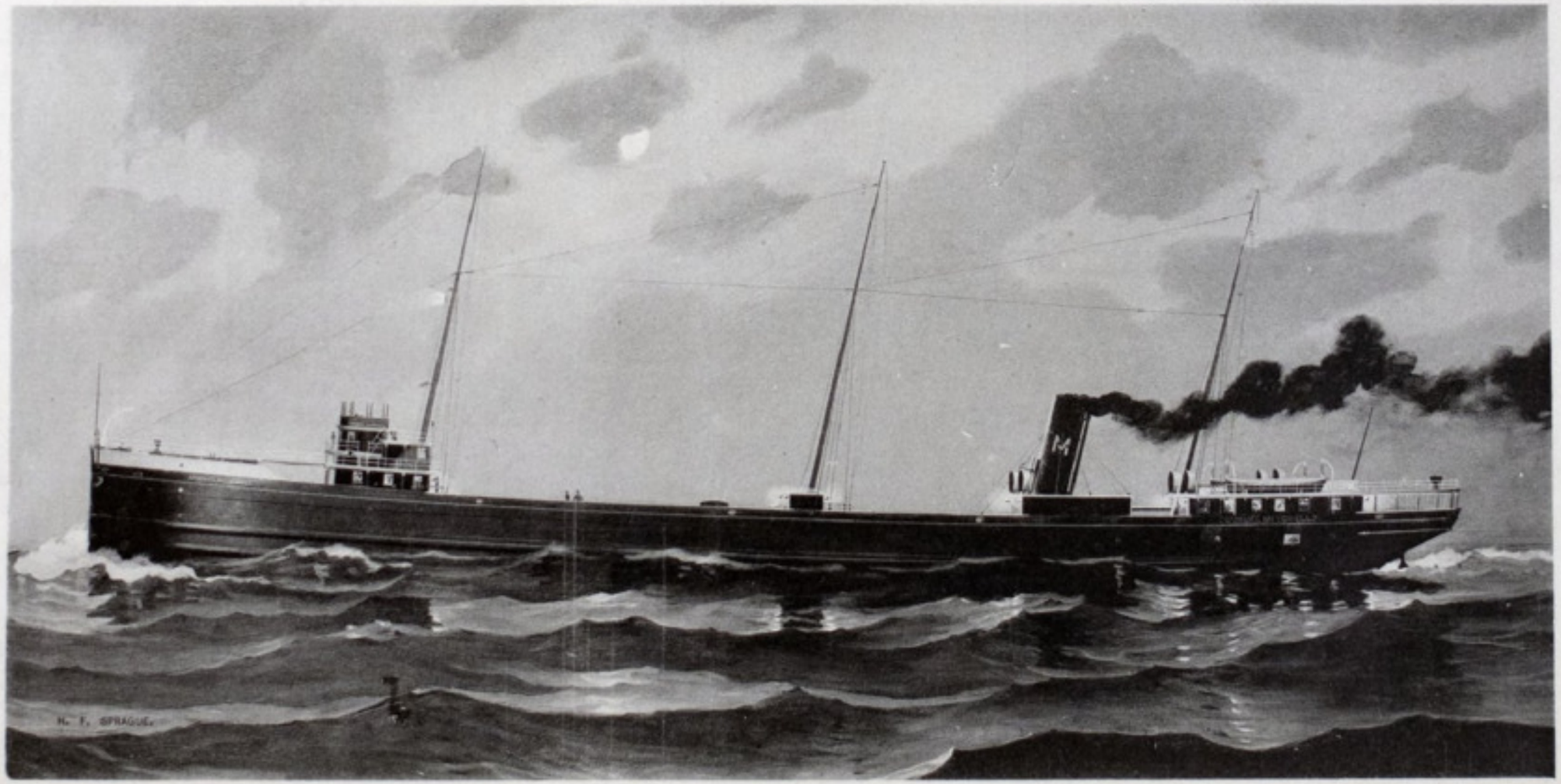
Supplement to MARINE REVIEW, Cleveland, O.

STEAMER SAMUEL MITCHELL.

(Built by the GLOBE IRON WORKS CO.)



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THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

ESTABLISHED 1878.

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EGBERT P. WATSON.

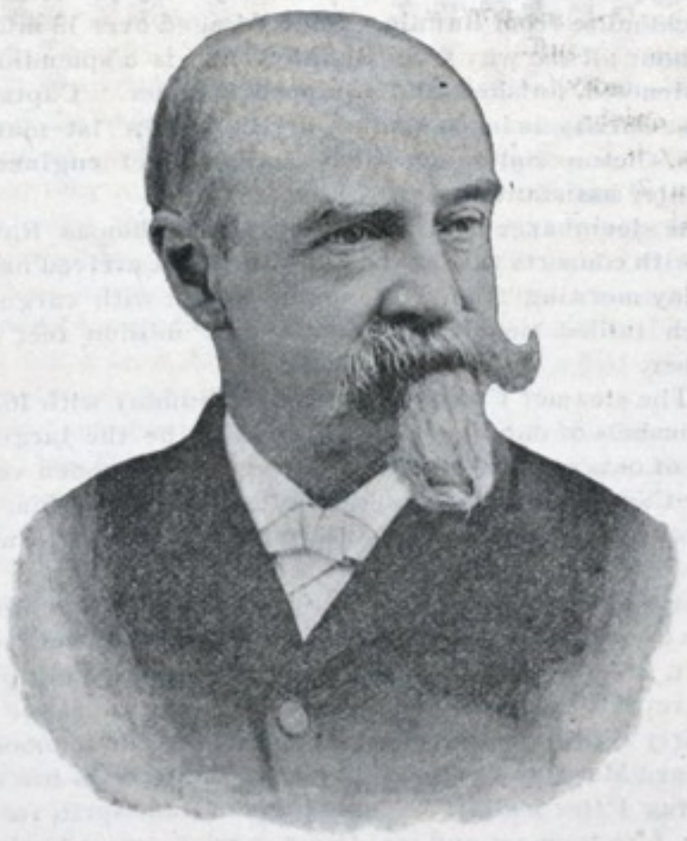
The portrait herewith is that of Egbert P, Watson, editor and proprietor of *The Engineer*, New York, and will have interest to lake marine engineers from the fact that Mr. Watson was in years gone by one of their number himself, and his certificate, No. 92, dated Sept. 15, 1865, issued at Detroit by W. F. Chittenden and Geo. W. Strong, hangs in the office of *The Engineer*, and is highly prized by its owner.

Egbert Pomeroy Watson was born in New York City, in 1835, and is, therefore, 57 years old. At the age of fifteen years he entered the Morgan Iron Works as an apprentice under Miers Coryell.

After serving his time in the Morgan Works, he went to Lowell, Mass., and served two years in the Lowell Machine shop, where he went through all branches, pattern making, drawing, etc., thence, when the locomotive shop shut up for want of work, he went to Detroit, Mich., and secured employment in the Michigan Central R. R. repair shops, where he stayed two years, then changed to what is now the Detroit and Milwaukee shops, where he remained some time. At the expiration of it Brother Watson got the fever which often attacks machinists and engineers at one time in their lives, but is usually cured after a few years experience, and that was to try marine engineering.

He secured a position as second engineer on the old Bay City, which ran between Detroit and Sandusky, O., where he remained for some time, thence going back to New York and again entering the Morgan Iron Works. As they were then building an engine 82 inches by 12 feet for the famous lake steamer City of Buffalo, Brother Watson was sent out with the gang to set it up and remained on the steamer one season (the only one she ran), then went back to New York and secured employment in the Novelty Iron Works. While running a lathe there he accepted an offer from Munn & Co., of the Scientific American, to enter the editorial room of that paper, he remained there nearly six years, when his health failing, he severed his connection with the paper and engaged with a steel house, in whose service he remained six years, when the firm went out of business. Twelve years ago Brother Watson established the (then) "*Mechanical Engineer*," and as the paper, from its first appearance, fitted a niche which had never been filled by any other mechanical journal, its success was assured. The founder has had the entire control and editorial management of the paper from its first issue. Three years ago, recognizing that his publication must cover a wider field than mechanical engineering, he deemed it expedient to drop the word "Mechanical" and adopt *The Engineer* as its sole title.

The success of his journal is a mirror of the man. The proprietor has the courage to call a spade a spade, without any circumlocution. He is a man of strong personality, a staunch friend, and as an enemy will do justice as he sees it. Mr. Watson is a hard worker in his chosen calling; during the past six years he has devoted much time and energy to the advancement of the profession of marine engineering, and the men who are engaged in it. His office, and the columns of *The Engineer*, being always open to the members of the craft. Many engineers in and around the port of New York can look back to when and where they got their start to climb the professional ladder, and thank Brother Watson for his sound advice given, both through the columns of his paper and in person. Although Brother Watson has reached years of discretion (at least), and is at the time of life when the average man is looking around for a soft seat, he is as full of energy and snap as a boy of twenty-five, and says he is just beginning to find out how to do a full day's work. We believe that our readers, far and near, for Brother Watson is known all over the country, will join us in wishing long life and prosperity to a representative American engineer.



EGBERT P. WATSON.

WILL CARRY THEIR OWN LUMBER.

The Shores Lumber Company, of Ashland, Wis., are evidently tired of chartering vessels, and desire to carry their own freight. In confirmation of this view the most important transfer of Chicago vessel property for the season, has just been made including the steambarge J. H. Prentice, the schooner Halsted, and the barge Middlesex sold by Captain John Kelly, of Saginaw, Mich., to the Shores Lumber Company. The price was about $75,000 for the three boats. This makes five boats which the Shores Lumber Company has purchased within the past two weeks, the other two being the steambarge D. W. Powers and the barge Constitution. The new steamer A. E. Shores, Jr., lately built at Sheboygan, Wis., will also pass into the hands of the company if she proves satisfactory as a lumber carrier.

This fleet of half a dozen boats will be engaged exclusively in carrying the company's lumber from Ashland to Chicago. Last spring the big Lake Superior lumber companies gave vesselmen notice that if lumber rates were kept too high they would buy their own boats and carry their lumber. This was ridiculed, and rates were forced up from $2.25 to $3. The Shores company carried out its threat. It is said that other companies at Ashland will do the same before the season is over. And thus it goes from the large transportation lines of steamers run by the several railroad companies, to the iron ore mine owners; to those having control of the passenger service and now to even the lumber carriers, of which several lines are already established.

AN ILLINOIS STATE NAVAL RESERVE.

Two years ago Capt. L. T. Steward, president of the Marquette Club, of Chicago, was convinced that Illinois should have a naval reserve. The gentleman argued that Massachusetts, New York, Pennsylvania, and Oregon had flourishing naval reserves, and if they could sustain it so could Illinois. Captain Steward has been quietly working to that end, and last week had the pleasure of seeing his plans take definite shape in a meeting held in the Marquette Club. A large number of influential gentlemen, all graduates of Annapolis, and all having served in the navy, attended the meeting, which was called to order by Capt. Steward. Lieut. Commander Stedman was elected chairman and E. H. Harrison, secretary. A committee on organization was appointed to report October 5th.

The naval reserve is to the navy what the national guard is to the army, save it will not do police duty, but in case of war could furnish the government with well-trained and well-drilled men, who would be competent to serve on board of men-of-war. Within the last few years Congress has authorized the naval reserve, and has made an appropriation that will partially sustain it, the Legislatures of the various States that have a reserve making up the balance of the cost of the organized force.

RESOLUTIONS OF CONDOLENCE.

At a special meeting called by M. E. B. A. No. 2, Cleveland, O., to take action in regard to the Western Reserve disaster, the following resolutions were adopted:

Whereas, It has pleased the Divine Ruler of the Universe to call from our midst our beloved brothers, William Seamen and Charles Wills, who have always been earnest supporters of our order and respected citizens of this community:

Resolved, That we deeply deplore their premature death, and condole most sincerely with their relatives and friends, in this, their sad bereavement.

Be it further resolved, That as a fitting tribute to their memory the charter of this lodge be draped in mourn- for the space of six months; that these resolutions be spread among the records of this lodge, and a copy under seal of this lodge be engrossed and presented to the families of our deceased brothers; also, that a copy be sent to two of the daily papers and the marine papers of this city for publication.

Committee:—M. B. Sturtevant, J. L. Chase, W. A. Lloyd.

The Cleveland Branch of the Excelsior Marine Benevolent Association, met on Thursday last at No. 122 Water street, and approved of the resolutions drafted by a committne on the recent death of three captains, Peter G. Minch of Cleveland, Albert Myers of Vermillion and A. W. Reed of Sheridan, N. Y. The resolutions were as follows:

Whereas, the great Ruler of the universe in his infinite wisdom has removed from our midst a most worthy and esteemed brother,

Whereas, the intimate relation held by him for many years with the members of our order, makes it fitting that we record our appreciation of him, therefore be it

Resolved, that the sudden removal from our midst of a brother with whom we have been associated for many years, and whom we have known but to esteem and respect, leaves a vacancy and a shadow that we all deeply realize.

Resolved, that in the loss of our brother, his family has lost a kind and affectionate father; our Order, a useful and esteemed member.

Resolved, that we deeply sympathize with the afflicted family, relatives and friends. We express an earnest hope that so great a bereavement may be over-ruled for their greatest good.

Resolved, that a copy of these resolntions be furnished the daily papers of Cleveland, also a copy sent to the family and friends of our deceased brother, and a copy be spread upon our journal, and our charter be draped in mourning for a period of thirty days.

Committee C. E. Benham, W. A. Collier and J. Doville.

The above resolutions are a duplicate of those drafted in memory of the three lost members with only slight necessary changes.

LAKE CARRIERS' ASSOCIATION.

To consider and take action upon all general questions relating to the navigation and carrying business of the Great Lakes, maintain necessary shipping offices and in general to protect the common interest of Lake Carriers and improve the character of the service rendered to the public.

President: M. A. BRADLEY, - - Cleveland.

Vice-Presidents:

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W. S. BRAINARD, -	Toledo.	F. J FIRTH, - -	Erie
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ALEXANDER McDOUGALL,	Duluth	P. P MILLER, - -	Buffalo

Secretary: CHARLES H. KEEP, - Buffalo.
Treasurer: GEO. P. MCKAY, - - Cleveland.
Counsel: HARVEY D. GOULDER, - Cleveland.

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W. E. Chapman, -	Sandusky,	Jas. Corrigan, -	Cleveland.
C. T. Morley,	Marine City.	H. M. Hanna, - -	Cleveland.
Alvin Neal, - -	Port Huron.	G P. McKay, -	Cleveland.
James Davidson, -	Bay City.	H. G. Dalton, - -	Cleveland.
Charles A. Eddy. -	Bay City.	Harvey H Brown, -	Cleveland.
Alexander McDougal, -	Duluth.	J. W. Moore, - -	Cleveland.
F, W. Gilchrist, -	Alpena.	B. L. Pennington, -	Cleveland.
J. C. Gilchrist, -	Vermillion.	Henry A. Hawgood, -	Cleveland.
J. L. Higgie, - -	Chicago.	W. C. Richardson, -	Cleveland.
Jesse Spaulding, -	Chicago.	S. D. Caldwell, - -	Buffalo.
J. S. Dunham, - -	Chicago.	Peter P Miller, -	Buffalo.
John Keith, - - -	Chicago.	E. T. Evans, - -	Buffalo.
Joseph Austrian -	Chicago.	James Ash, - -	Buffalo.
David Vance, -	Milwaukee.	W. Bullard, - -	Buffalo.
R P. Fitzgerald, -	Milwaukee.	J. J. H Brown, - -	Buffalo.
W. Livingstone, Jr, -	Detroit	W P. Henry, - -	Buffalo.
James Millen, -	Detroit	John Gordon, - -	Buffalo.
David Carter, - -	Detroit.	W. S. Brainard, -	Toledo.
E. M. Peck, -	Detroit.	L. S. Sullivan, - -	Toledo.
D. C. Whitney, - -	Detroit.	A. W. Colton, - -	Toledo.
H. S. Hodge, - -	Detroit.		

CLEVELAND, O.

Tom McGowan, the most genial citizen of Windsor, Ont., that visits this port, has been spending the week with friends in the city. From speeding tugboats to speeding horses is not a wide step, and such, we understand, is Capt. Tom's forte now.

The Treasury circular of June 28 last, directing the vaccination of seamen in the districts of the Great Lakes, and the Ohio and Mississippi, has been revoked by the supervising Surgeon General of the Marine Hospital Service.

Capt. W. C. Brown, of the steamer Cadillac, in a recent letter, states that he has loaded his vessel at Marquette for seven consecutive Sundays with over 2,000 tons of ore at a time and taken it to Fairport. The mechanical arrangements of the boat are so perfect in loading that no trimmers are required to get the cargo in shape, and no time is lost, this method being far superior to that employed in former years.

Superintendent General S. I. Kimball, of the United States L. S. S., visited this port on Tuesday, leaving the following day for Detroit, and thence back to Washington. He says that the recent investigations of charges made against some of the lake crews, had not developed anything to their discredit, but asserts that in the future more care will be observed in enlisting the men at the opening of the season. This could not previously be done, on account of the low wages paid, but since the increase afforded by the last Congress the places were much more desirable. Asked concerning the appointment of a successor to District Superintendent Dobbins, Superintendent Kimball said that the matter had not yet been decided.

Capt. James Millen and Mr. A. A. Parker, of Detroit, visited the city during the past few days on vessel business.

Capt. John G. Keith, of the vessel broking firm of Keith & Carr, of Chicago. spent the last few days in the city. He attended the funerals of Capt. Peter Minch and Mrs. Wilson.

Capt. Thos. Wilson, who by the way is the worthy scion of a noble sire, has suffered a severe loss recently in the death of his aged mother.

Mr. P. L. Johnson since buying into the schooner Minnehaha has seemed to take a fresh hold of marine interests and now busies himself in keeping well posted in every phase of the lake marine.

Five instead of thirty miles from Copper Harbor, would be a much nearer approach to the position of the stranded steamer Neshoto. She could not be near Keweenaw Point if she was thirty miles either side of the former port, as telegraphed by specials.

The work of excavation and pile driving is being carried on with all possible dispatch on the enlargement of the Cleveland dry dock, though it now looks as if but little docking will be done there this year, at least not during navigation.

The Ship Owners' Dry Docks are kept fairly steady at work. In fact a larger number of vessels have undergone dry dock repairs, etc., at this port than ever before in one season. The steamers John Oades, Edward S. Pease and schooner Redwing were in dock there today, and quite a list of vessels are booked ahead for probable dates.

Grave fears are entertained for the safety of the large wooden steamer Neshoto, stranded on a reef between Manitou Island and Keweenaw Point, Lake Superior. She was bound up with coal, and at last accounts had all the assistance in labor, steam pumps and tugs necessary, though the bad weather of the past two days would prevent much work being done on her. The Neshoto is one of the finest steamers on the lakes. She is owned by Robert B. Rhodes and others, of this city, and is sailed by Capt. William Humphrey. She was built by Quayle's in 1889, and rated A1 in Inland Lloyds, with a valuation of $135,000. The Neshoto is insured for $110,000 in the following companies: Commercial Union, $18,000; Elphicke & Co., $8,500; St. Paul Fire and Marine, $8,500; Michigan Fire and Marine, $10,000; London Assurance, $20,000; Western Assurance, $22,500; British and Foreign, $22,500.

The Chase Machine Co., have supplied the steamer Aurora, owned by Mr. John Corrigan, with one of their compact steam deck engines, for use in working an ore scoop invented by the Forest City Machine Works.

Teare & Thomas, The River Machine and Boiler Works, have moved into their large new shops on River street, near Main street bridge. This energetic firm are forging rapidly to the front, and now having commodious works, with a number of new labor saving tools, a large amount more work will be regularly turned out.

A map was prepared by Walter P. Rice, while city engineer in 1890, showing the course of lake currents. A number of bottles were thrown into the lake at Alabama street, and they drifted mainly in a northwesterly direction.

The steamer City of Detroit, No. 1, made her last trip to Put-in-Bay yesterday, closing a very successful season. She started for Detroit at 9 o'clock this morning, where larger bunker space will be given her, and she will then be put on the Lake Huron division.

Work at the yards of the Cleveland Ship-Building Co. is somewhat delayed on account of a lack of material, though shipments of plates and angle irons are daily expected.

The Globe Iron Works Co. are building a large addition to their present extensive works. The main part of the structure, which will be a three story brick, is for a commodious pattern shop.

Send $2.00 to Smith & Swainson, Publishers THE MARINE RECORD, Cleveland, O., for a large photogravure picture of the steel steamer "Western Reserve." Size 22 x 28 inches.

CHICAGO, ILLS.

Special Correspondence to the Marine Record.

The new Anchor Line steel steamer Mahoning, recently built by the Detroit Dry Dock Company, made her first appearance at this port Saturday with 800 tons of merchandise from Buffalo. She averaged over 13 miles per hour all the way from Buffalo. She is a splendidly constructed, finished and equipped steamer. Captain Chas. Christy is in command, J. H. Berrow 1st mate, Chas. Oleson 2nd mate, Chas J. Fox chief engineer, —Finley assistant engineer.

The steambarge J. H. Shrigley, Capt. Thomas Rawley with consorts the Ogarita and B. Brink arrived here Friday morning from Ontonogan, Mich., with cargoes which tallied nearly two and a half million feet of lumber.

The steamer Fred Pabst left here Sunday with 162,000 bushels of oats for Buffalo. Said to be the largest load of oats ever taken out of Chicago by a wooden vessel. Captain Young was jubilant, and I wish him a safe arrival at the elevator where the steamer is to unload her cargo.

The whaleback steamer Thompson came in here light from South Chicago, having a canvas jacket over her snout. She loaded grain and left in the same condition. It is reported she was in a collision at South Chicago.

Early Wednesday morning of last week, the schooner Richard Mott lumber laden going up the river in tow of the tug Peter Dalton, had her jibboon, bow-sprit, foremast, fore topmast and mainmast carried away, by collision with Jackson street bridge. The bridge tender had the red ball down, indicating that the bridge would be opened, but the key came out of the machinery, which was out of order, and he failed to open the bridge. The city will have to pay the damage to the schooner.

Many captains who have frequently to navigate through the Door Passage going into Green Bay, have all the season, so far, been anxiously hoping to get a glimpse of the white flash light promised by the Lighthouse Department in the spring. The red light at present in use there being useless except in clear weather.

H. Channon Company, shipchandlers, furnished the rope and blocks used in erecting the World's Fair buildings. On the Manufacturers' building alone, over three car loads or about 150,000 feet of rope was used:

The steamer H. W. Williams arrived Tuesday morning with 16,000 baskets of peaches from South Haven, the largest quantity so far this season.

At Miller Bros'. dry docks, the steamer J. F. Yattaw was in for calking. Steamer Chief Justice Waite for repairs. The schooner Richard Mott will receive new fore and main mast, fore topmast, bowsprit and jibboom.

It is the intention of some of the tug lines to try coke prepared purposely for use on their tugs, as hard coal is too expensive and will eat up all their profits. Capt. Dunham has commenced using hard coal on some of his tugs and will do so until the coke problem is solved.

Burton, Calbick & Cook, vessel agents, sold last week for Captain John Kelly, of Saginaw, the steamer J. H. Prentice and schooners Halsted and Middlesex to the Shores Lumber Co., Ashland Wis., consideration about $75,000.

Grain freights were steady Tuesday on a basis of 2½ cents per bushel for wheat to Buffalo.

The schooner A. P. Nichols laden down with cedar ties, arrived here Monday afternoon leaking badly, in tow of the steamer Merrimac.

The new steamer building by Captain John Martel at South Haven for the Williams Line is progressing rapidly. She is planked all over, partly calked and the decks are being laid. Henry Bloecker & Company, Grand Haven, will supply the machinery.

At a meeting of the City Council held Monday evening, Commissioner Aldrich presented a communication in reference to the Halsted street double-track bridge, saying that he was nearly ready to advertise in accordance with plans already prepared, but before he could do so he was served with a notice from United States Attorney, Thos. E. Milchrist, that the construction would not be allowed to proceed until the the plans should have been submitted to the Secretary of War, in accordance with the provisions of the navigation laws. The corporation counsel had advised Mr. Aldrich to comply with the request or direction of the Secretary of War. He had accordingly forwarded the plans to Washington. Mr. Aldrich further called attention to the fact that the Drainage Trustees objected to the structure on the prepared plans and Aldermen Wall, Vogt, O'Brien, Stuckart, Murphy, Morrison, Loeffer and Cooke were appointed a committee on conference by the Council.

James Sullivan, a deck on the Anchor Line steamer Wissahickon last Thursday, jumped into the river near Clark Street bridge, and was drowned. He was about 37 years old and shipped at Milwaukee. Captain Durker thinks he was insane.

The Dunham Towing and Wrecking Co.'s tug T. T. Morford, with wrecking pumps, left here Monday night for Mackinaw, to tow the schooner Flying Cloud, lumber laden and water-logged to this port.

Stewart Murray who was last season agent of the Lehigh Valley Line of steamers at this port, is now assistant to General Manager John Gordon, having special charge of the Lehigh Valley steamers at Buffalo.

Chicago seems destined to be a long time getting the revenue cutter Calumet for harbor purposes. Over a year ago bids were called for from lake shipyards for the construction of this cutter. All the bids exceeded the appropriation of $25,000 and were thrown out. Congress at its last session increasad the appropriation and the Treasury Department again advertised for bids.

The Union Dry Dock Co., of Buffalo was the lowest bidder, and was awarded the contract at $39,000. The Buffalo shipyard threw up the contract Friday, and now the Treasury Department must advertise anew for bids. It is feared at the Custom-House that the cutter cannot now be built in time for the opening of the World's Fair. The boat is imperatively needed next year and it is said that no time will be lost in readvertising. Owing to the red tape of government contracts lake shipbuilders are loath to build government vessels except with a wide margin for the trouble over ordinary work.

A shoal place or bar has formed in the river opposite the life-saving station, and nearly every deeply laden vessel coming into or going out of port for several days have brought up on it, and some have had several hours stay, besides having tug bills to pay.

Captain F. A. Sears and Mate Elmer Redner, of the steamer Pilgrim, and Captain Dennis Cummings and Mate Joseph Lewis of the steamer Kalamazoo have had their licenses revoked for neglect of the "Rules of the Road." These two boats collided in mid-lake last spring, and the Kalamazoo was sunk. The evidence before the inspectors showed that both steamers were running at full speed in the fog, thus violating the pilot rules, though why the mates should be blamed for obeying the master's orders is more than I can make out.

The steamer Nebraska is again in trouble, and M. J. Galvin has now seized her to cover his bottomy bond on her.

Dredging is to be done at once to remove the bar off the mouth of the harbor at St. Joseph, Mich. The Graham & Morton line intend running their new steamer Chicora between St. Joseph and Benton Harbor, and Chicago during the winter months. WILLIAMS.

Send $2.00 to Smith & Swainson, Publishers THE MARINE RECORD, Cleveland, O., for a large photogravure picture of the steel steamer "Western Reserve." Size 22 x 28 inches.

BUFFALO, N. Y.

Special Correspondence to The Marine Record.

Capt. Peter J. Kenny, who has been for 35 years actively engaged in lake service, died at his home on Park Place last Monday evening. He was 55 years old, and leaves a widow, a son and four daughters. Capt Kenny was a hearty, whole-souled man, who was liked wherever he went, and the news of his death will be read with sorrow by his many friends. Capt. Kenny's last command was the steamer Florida, of the Lackawanna Transportation Company's line.

Capt. Martin Niland, of the steamer Northern Wave, was taken seriously ill on the down trip, and Tuesday morning on his arrival here, a physician was at once summoned, who was forced to give the captain morphine to quiet him. Capt. Thos. H. Stafford, formerly mate on the Wave, will take the vessel for a trip or two.

The Union Dry Dock Co., are working on the plans for a big steel steamer to measure 335 feet keel, 355 feet over all, 43 feet beam and 25 feet depth.

The tug Gee, Capt. Glover, and the excursion steamer Gazelle had a slight collision last Saturday and Capt. Swift of the Gazelle filed a statement of the occurrence blaming Capt. Glover. The case was heard before Inspector Marion Tuesday. The inspector after hearing both sides, dismissed the case as unworthy of investigation. The damage done was very slight.

A serious accident occurred on the tug Cheney, last week. While the tug's boilers were being tested the lever to the pop valve slipped, and escaping steam scalded Capt. Glover and three other men. None of the men were dangerously injured.

Grain cargoes have been weighing out considerably over lately. The overruns for the past week were: The Onoko, 113 bushels; Saginaw Valley, 100; Rosedale, 117; Myles, 164. The schooner Mitchell was 97 bushels short.

The Onoko's cargo, including the overrun was 113,829 bushels, and the largest wheat cargo ever brought into this port. The Gilcher load 3,300 tons of coal for Chicago, which is the largest cargo ever taken out of this port.

Last Sunday the steamer E. S. Tice, while going down the Niagara river, towing the schooner F. M. Knapp, became disabled through an accident to her machinery and drifted down the river. The tug International got a line to the steamer, but the tow line to the Knapp parted and she went aground on the head of Strawberry Island. 140,000 feet of her lumber cargo had to be lightened before she was released.

The Union Dry Dock Co., have about as good as given up the contract they secured for building the steamer Calumet for Chicago Harbor.

Maytham's new tug Excelsior came out last week, and received the usual christening chorus of whistles.

Vesselmen do not place implicit confidence in the river soundings made by U. S. Engineer Maj. Ruffner. The major claims a 16-foot channel of generous width, but the captains defy him to take a vessel drawing 15½ feet down to Black Rock.

Last week saw nearly all of the excursion boats lay up. The only ones running now are Harrison and Shrewsbury of the Falls line; the Gazelle, Mascotte and Pilgrim.

The grain scoopers at the Wheeler elevator threatened to quit work Monday unless the boss shoveler was discharged. The men claimed he had been taking money every week which rightfully belonged to them. The objectionable boss was fired, and the men went to work satisfied.

The pleasure steamer Oclemena, which has been run in Sloan & Cowle's line this season, has gone back to Charlotte, where she is owned. Sloan & Cowle's steamer Vision has finished a successful season at Philadelphia, and will be placed on the Bay Ridge route in New York Harbor, Oct. 1, where she will run all winter.

It is said the White Line Excursion Company will build a good sized pleasure steamer during the winter.

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DULUTH, MINN.

Special Correspondence to the Marine Record.

The loss of the whaleback steamer Wetmore, which occurred on the Pacific Coast last Thursday, was due, Capt. McDougall says, to the fact that there was a heavy fog at the time. The vessel was run full speed on the sand bar, notwithstanding the talk about her construction although exposed to heavy weather she was still unbroken on Sunday. The facts are that the Wetmore, was as staunch a vessel as ever entered the ocean trade. The vessel has had a gold mine in the coal trade along the north Pacific Coast, and has cut freight rates to 'Frisco from $3.50 to $1.25 a ton. At the latter figure there is probably not much in the business, owing to the delays encountered, for the coast trade is not accustomed to the dispatch in loading and unloading that is in regular practice on the lakes. The vesselmen of the coast, therefore, are probably not at all sorry for the final misfortune of the Wetmore, and will proceed to put rates up again without delay. Their harvest will not be of long continuance, however, as the Pacific Steel Barge Co., at its new Everett shops, has well along the construction of one vessel of the whaleback type and will very soon be at work on more it is proposed to launch the first Pacific built whaleback steam- this year. I will endeavor to give the readers of THE RECORD a full description of the new yard, as well as the parent company's big dry dock across the bay from Duluth, in the next issue.

Wheat is coming in here now in large quantities, and it is of a remarkably good grade. Over 570 cars, or 350,000 bushels, were "on track" at the local elevators this week, and the largest receipts for the year. This amount will probably be increased every Monday steadily for some time. There are in store at head of the lake elevators to-day 1,423,900 bushels wheat, of which the houses on this side the bay hold 1,165,500. It is probable that this total will steadily increase. Rates to to Buffalo are now dull at three cents and but little wheat was chartered out last week.

Most of the log towing to local mills is over for the year, though the Cranberry company will keep its tug, the big Bennet, at work till there is a freeze up. This company has just completed a large booming ground near its mill where it can hold logs ahead so that if the towing season is late in starting it will have a supply of logs. This year the mill was delayed nearly a month from this cause, and, so great has been the volume of business, that it has not been able to catch up since. The papers, in referring to the loss of the tug Paige, of the Lake Superior Stone Co., put the value of the boat at $10,000. She was bought a year ago for $4,000 and has probably not increased in value much since. The boat originally belonged to the Paige-Sexmith Lumber Co., of this city and was an excellent craft when new. Capt. Ira Coburn, of Duluth, now master of the Keystone, was her owner at one time.

Ore shipments from Two Harbors have reached a total nearly as large as last year's and this week will see the previous biggest year passed. Up to Saturday there had been shipped from the Vermillion mines a total of 825,000 tons, and shipping is going on at the rate of 45,000 tons a week. Ore rates are slightly stronger and are now held at $1.05 to Lake Erie. As the season grows later it looks more and more improbable that there will be any shipments this year from the Mesaba, at least in anything more than sample lots. The ore docks of the Mesaba road are not yet far enough along to warrant any prophesy, though the company assures me that they will be done in a few weeks. It has been decided that these docks will be largely extended the coming winter, and that, starting in with a capacity of 12,000 tons storage, they will have before the season of 1893 opens, a capacity of 72,000 tons. It is possible that the Duluth & Iron Range road will ship a little Biwabic and Canton ore this fall.

Lumber shipments increase steadily. Yesterday there were no less than six vessels lying at mills loading, and this is not at all an uncommon sight. While keeping up her western and local trade, Duluth is increasing the eastern shiping business five-fold, a fact that shows how rapidly the lumber trade is getting to the front. Rates are now about $2.75 to Buffalo and Tonawanda and $3.00 to Chicago; most of the shipments are to Lake Erie.

Send $2.00 to Smith & Swainson, Publishers THE MARINE RECORD, Cleveland, O., for a large photogravure picture of the steel steamer "Western Reserve." Size 22 x 28 inches.

ESCANABA, MICH.

Special Correspondence to The Marine Record.

The steamer St. Paul got a little mixed up in the haze which overspread Little Bay De Noc last Sunday evening and fetched up standing on the soft end of Sand Point. Her consort discovered the mishap just in time to shift her helm and shear off to starboard so as avoid collision. After manoeuvering around a few hours the St. Paul cleared herself and came to her dock none the worse for her grounding on soft bottom.

The ore business of our port is gradually wearing down to a point where, only crafts with season contracts are kept busy, but it may be said that our rivals would even then be astonished if they were to see the contract crafts all in port at one time.

The steamer Pioneer which was built expressly for the pig iron trade for the Cleveland-Cliffs Iron Co., was here last week for a cargo of pig.

Allow THE MARINE RECORD man to judge, and I will say that a more pleasant and beautiful trip cannot be made than that which the Burn's Transportation Co.'s steamer Lotus offers every day. For a reasonable sum you can ride on this splendid little steamer from this port to the extreme end of beautiful Little Bay De Noc and return, thus making one continuous ride, which presents to the traveler's gaze an ever changing panorama of delightful scenery throughout the entire season.

Gummond's steamer De Pere is meeting with a good trade. She arrives here with a full load of merchandise once every ten days and she exchanges it for a load of pig iron.

The steamer Liberty, owned by C. A. Freeman, of Green Bay, is here towing the gravel scows of O'Brien & Sullivan, while the street work holds out.

The Goodrich Line boats are carrying their usual large number of passengers to and from Escanaba. There has been several instances of late, where berths were in great demand, and so much so, that the demand was greater than the supply. The service will be increased another season.

Hannah, Lay & Co's steamer, City of Grand Rapids, has already built up a business that she is unable to handle, and a charter has just been made which will lighten her task somewhat. A large number of travelers are daily availing themselves of this short route to the South and East.

Capt. John Coffey came out last week with his new tug Anabel, hailing from this port. This boat was built by the enterprising firm of Burger & Burger, at Manitowoc, and gives Capt. Coffey a craft that pleases him in every detail.

Capt. George Shipman has had new upper works built on his tug Allie Shipman, and now she is a passenger craft plying twice daily between this port and Rapid River and intermediate points.

Policies are being written on grain from the "Soo" railway elevator at Gladstone, with a clause thus: "In case of loss under this policy, the adjustment shall be made on the price of wheat in Buffalo, less freight charges from Buffalo." This form will no doubt be rejected by the companies, because under such an agreement, the assured would be enabled to obtain more than the actual value of the grain. This method of adjustment was attempted last fall when the elevator at Gladstone burned, and had it been successful would have cost the companies several cents a bushel more than the Minneapolis prices, plus the freight charges.

"We Despise the Blacklegs." "Our Price is Just 4 cts. a Ton." These are the words of a banner that was carried by the Trimmer's union in the labor procession last Monday.

UNO.

Send $2.00 to Smith & Swainson, Publishers THE MARINE RECORD, Cleveland, O., for a large photogravure picture of the steel steamer "Western Reserve." Size 22 x 28 inches.

THE COAST WEST LIGHTSHIPS BUILT AT BAY CITY.

The third of the fleet of lightships built at the yards of F. W. Wheeler & Co., West Bay City, for coast service, has been completed, and she is now on her way to the coast via the St. Lawrence system of canals. No. 54, as the last new vessel is known, will be stationed in the sixth lighthouse district, off Port Royal entrance, outside of Martin's Industry Shoals, South Carolina, about fifteen miles from Tybee light, Georgia.

She is provided with two large mushroom anchors, one weighing 2,000 and the other 2,500 pounds. The cables for these anchors are of unusual size if considered for lake service, and 120 fathoms long. The steam windlass which handles these chains, weighs 20,000 pounds.

The first vessel completed, which is now known as Cornfield Point light vessel, has been delivered, and is located in the Third distrist, off Cornfield Point, at the mouth of the Connecticut river.

Ths second vessel, which is now known as Fenwick Island Shoal light vessel, is located on the Fenwick Island Shoals, off the coast of Maryland.

No. 53, which is yet to go, will be located in the First lighthouse district, off the end of Frying Pan Shoals, off Cape Fear, N. C., about one mile beyond the end of the 18-foot shoal.

The construction of all these boats has been under the supervision of Commander Oscar F. Heyerman, late of the Eleventh lighthouse district.

"SOO" RIVER NAVIGATION.

Capt. Read, U. S. N. District Light House Inspector has just completed a five weeks' cruse through the eleventh lighthouse district. Referring to the navigation of the St. Mary River at night the inspector says the lights are nearly all in place, and judging from the number of passages he thought there must be a large number of vessels going through at night, although it is a very risky piece of business. It not only requires skill, but daring and good judgment. Altogether 32 lights have been placed, including the two at the foot of Sugar Island, on the Harwood point range, and it is expected that the tubular lens lantern on Round Island will be burning in a few days.

THE LAKE CARRIERS' ASSOCIATION.

The regular semi-monthly meeting of the finance committee of the Lake Carriers' Association was held on Monday in President M. A. Bradley's office. After an examination of the map of Ashtabula Harbor submitted by Colonel Jared A. Smith, Corps of Engineers, U. S. A., a week previous, the committee decided to recommend the plan originally proposed—that the east pier be moved forty-five feet, to widen the channel be carried out, and that both piers be lengthened.

The Lighthouse Board recently asked for the views of the Lake Carriers' Association in reference to the number and position of the lightships to be built with the appropriation originally passed for a light-house at Eleven Foot Shoal. Captain George P. McKay, H. D. Goulder, and James Corrigan were appointed a committee to investigate and report.

THE AMERICAN STEEL BARGE CO. TO BUILD FOUR NEW WHALEBACKS.

The large shipyard of the American Steel Barge Co., at W. Superior, Wis., is more than active in laying the keels for new "Whalebacks" to enter into the lake trade. The company has decided to build four large steel freight steamers, specially adapted for the Duluth-Buffalo flour trade, they will have three large gangways on each side, so arranged as to permit of flour or other merchandise in barrels or sack packages being transfered from the warehouse or mill directly to the hands of men stowing in the hold of the vessels, thus avoiding the time and expense of handling, or at least, reducing it to a minimum. The new vessels are to have no 'tween decks and all interior iron work will be so arranged, being rounded on the outside, as to prevent chafe on bags, bale goods or similar packages.

When the hold is filled as far as the gangways or sideports will accommodate, the cargo will be blocked off through the main deck hatchways by means of compact swift-working derricks, made to reach over each side of the steamers, this mechanism is original in design and is pronounced by experts as far excelling any similar appliance used in the handling of light package freight.

Two of these steamers are now nearly completed and will be in service this season, under the house flag of The American Steel Barge Co., who apparently intend to carry all the flour in the future that there is to be shipped over the lakes.

In addition to these four new "Whalebacks" which, by the way, are expected to cut a wide swath in the Lake Superior flour carrying trade, the keel has been laid and work is progressing briskly on the large new steel passenger steamer of "whaleback" type for service at the World's Columbian Exposition next summer. The almost natural formed and commodious dry dock is nearly completed and is expected to be in full working order before the close of the present season. Work has also been commenced on the keel of the first "Whaleback" steamer at the company's yard in Everett, Washington.

THE WASHBURN IS A PACKAGE FREIGHT-CARRIER.

BUFFALO, N. Y., Sept. 9, 1892.

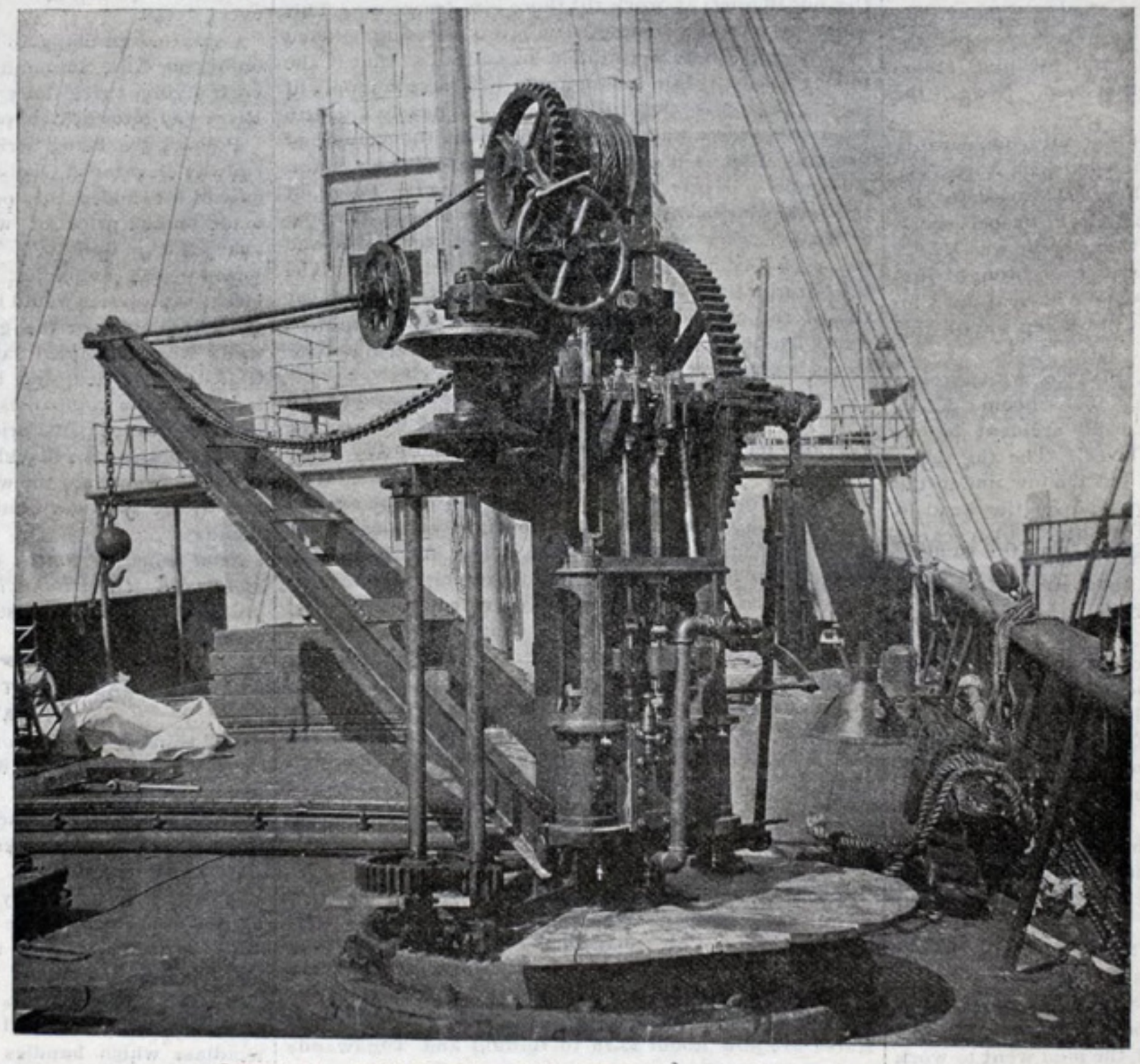
TO THE MARINE RECORD:

I noticed in your issue of September 1st that your Buffalo correspondent stated that the new whaleback Washburn discharged her cargo of package freight through top deck hatches, and that her large gangways on the main deck was not opened. I don't know who your correspondent at this port is, but I'll bet a good cigar that he don't know a hawse pipe from a gangway; and knows more about a sugar candy than either. Now, the steamer Washburn used all four of her ports on the trip mentioned, and there is not a boat coming into Buffalo that can discharge a load of package freight as quick or as easy. I have been in the package freight trade for 26 years, and know what I am talking about. Hoping you will give this space in your paper,

Yours, respectfully,
CAPT. P. M. MCFARLANE,
Master S. S. Washburn.

A NEW TRANSPORTATION CO.

Edward T. Peck, James Findlar, J. B. Baugh and S. A. Baugh of Detroit, are the incorporators of the the Vulcan Transportation Co., and have acquired by purchase the steamers R. J. Hackett and Forest City, and their consorts the schooner Harvy H. Brown and Wm. McGregor. These vessels were built for the Northwestern Transportation Co. between 1869 and 1872, and have been owned and operated by that company, and there has probably never been a more successful fleet in all respects on the lakes. The paid up capital of the new organization is $100,000, which is understood to be the price paid for the vessels. By this deal the Northwestern Transportation Co. may probably be ready to contract for more new tonnage, unless indeed, the veteran vessel owner E. M. Peck who is largely interested, is desirous of withdrawing from active participation in the transportation business of the lakes.



STEAM DERRICK ON STEAMER "PIONEER."
BUILT BY THE DETROIT FOUNDRY EQUIPMENT CO.

A CARGO HANDLING DECK CRANE.

The accompanying engraving, for which we are indebted to the courtesy of *The Railroad and Engineering Journal* is taken from a photograph of one of the three steam power cranes placed on the deck of the steamer Pioneer, recently built by the Detroit Dock Co. to the order of the Cleveland-Cliffs Co., specially for the pig-iron trade on the lakes.

The motive power consists of a double upright steam engine acting on the shaft, which carries the spur gear. The cranes have three movements, hoisting, swinging and topping, and are very rapid in their work, the hoisting speed being about 100 feet per minute, the two former movements being operated by the hoisting engine and the topping movement or gear by hand.

The boom of the cranes are 21 feet 6 inches, giving a circular working radius of about 18 feet from the standard or pivotal point. The gearings used are all cut gears, and the entire mechanism is of the most substantial description.

Although three of these cranes are placed to work the hatchways, they do not encumber the decks as much as would ordinarily be expected, and while the outfit is the first of its class on the lakes, there is now no question of the perfect success of the machines in fulfilling the special work of taking pig iron from the hold and placing it at almost any point on the wharf alongside of the steamer, or *vice versa*.

THE U. S. LIFE SAVING SERVICE ON THE LAKES.

General Superintendent S. I. Kimball of the U. S. Life Saving Service, visited Cleveland on Tuesday in the interest of the service. It is learned that the General recently received a letter from a member of the British parliament asking for a copy of the laws and regulations governing the United States Life Saving establishment. He says he regards our system as superior to the one in use in Great Britian, and that he proposes to secure if possible its adoption by the British government. His main object, he explains, is to have the service placed entirely under government control.

Regarding the complaints recently published about the Life Saving crew at Manistee, Mich., Mr. Kimball is not inclined to credit the story just as published. He has made public, however, the following statement relative to this incident and the needs of the service generally:

"An examination of the chart shows that the scene of the disaster is thirteen miles in a northerly direction from Manistee, and hence I do not believe the crew stationed at the latter place could have been engaged in the work of rescue. No formal charge has been filed at this office against the crew, however, but for the good of the service it has been decided to have a thorough examination into this matter. Concerning the statement that some of the crews at lake stations are incompetent, I want tosuggest inexperience as a better term. Owing to the low rate of compensation paid surfmen, many of our best men have left the service to accept more lucrative positions, and the efficiency of the work has therefore been impaired. But the recent action of congress increasing the pay of the surfmen from $50 to $65 per month will probably have a salutary effect, and we will undoubtedly be able to get many of our best men back.

Everything possible will be done particularly on the great lakes to improve the life-saving service in every branch. There are forty-five stations on the lakes, containing an area of 80,000 square miles, and a coast line within thelimits of the United States of nearly 2,500 miles. Strandings usually occur near the harbors, as is shown in the present instance, for the City of Toledo was found bottom up, half a mile from the beach at Hopkin's Pier neat Pierpoint having struck the outer bar. The situation is so serious on the lakes that in some instances it has been found impossible to obtain men with any experience as boatmen, and common laborers have had to be taken. In one station one-half of the crew consists of such. The keeper reports that he could not do better at the rate of compensation allowed."

The whaleback steamer Charles W. Wetmore went ashore in a thick fog last Thursday morning near Coos Bay. Owing to the dense fog it was not until 10 o'clock a. m. that she could be reached. The life-saving crew took off the entire crew, twenty-two in number. The steamer left Tacoma, Washington, bound for San Francisco with 2,400 tons of coal. The Wetmore will no doubt prove a total loss, she was valued at $300,000, and was built in 1890 by the American Steel Barge Company, of West Superior, Wis. The casuality was entirely due to the foggy weather conditions and although the Wetmore was the only whaleback type of vessel on the coast, her construction or seaworthy properties by no means entered into the ultimate loss of the steamer.

OBITUARY.

MRS. ANN REID WILSON.

The funeral of the mother of Capt. Thomas and Wm. Wilson, of the Wilson Transit Line, which took place on Saturday, Sept. 10, from her late residence on Logan avenue, furnishes an interesting episode in the marine chronicles of the lakes, in noting the maternity of conspicuous vesselmen, and the guiding hand of her who had piloted an essentially maritime family through a distinguished and honorable career.

Mrs. Anna Reid Wilson, was the granddaughter daughter and mother, of men who had, and have attained a wide distinction on ocean and lakes. Her earliest recollections were surrounded by maritime influences, and the lessons she then received from the maternal pilot of a family of seamen, were faithfully reproduced during an experience of upwards of three score years, and too much cannot be said of "the hand that rocked the cradle," as up to the time of her death at 83 years of age, she exhibited a deep personal and hearty interest in all things appertaining to the social and spiritual welfare of seamen.

The pure saintly character of the lady was well known to those engaged in the charitable works of the large city of Cleveland, and scores of instances may be recorded where the hand of the aged philanthropist was the unknown source of substantial alleviation, especially to the families of destitute seamen.

Ann Reid Wilson was born at Pathhead, Fifeshire, Scotland, on the third day of August, 1809. Her father was a sea captain. At about the age of 18 she married a young sailor by the name of Thomas Wilson, whose father was also a sea captain but was drowned some years previous while in command of a Transport during the Danish war, his ship being run down by a Frigate in the Baltic Sea. Several years after their marriage her husband became connected with the Custom House Service, and for about ten years resided in the north of Ireland, and about the year 1853 came to this country, residing in Philadelphia, Pa. for some years. A few years later, a part of the family, with their parents went to Michigan, and in the year 1877 made Cleveland their home. The youngest daughter Mary devoted her life to the service of her aged parents. Captain Thomas Wilson Sr., died in June, 1880. The widow and Mary continued living together until the time of her death.

The subject of this sketch was an earnest Christian of the orthodox type; her husband was the same, and the whole family was brought up in the same faith, and all of them believe there will be a reunion by and by when all shall meet again. The whole family of seven children attended the funeral. Many of those who called to see her in her last sickness will long remember how she urged them to make their peace with God while in life, and living truly christian lives. This feature was dwelt upon at the funeral service, which was conducted by Dr. Ladd, of the Euclid av. Congregational Church, and Chaplain Jones of the Floating Bethel, whose portrayal of the life of the sailor's wife and mother, brought tears to the eyes of rugged old shipmasters who thought of the pilot of their own homesteads, and the closing hours of their best earthly friend. The funeral of Mrs. Wilson was largely attended, and she has "crossed the river," leaving still on this side a widley respected family of whom Captain Thomas Wilson, Mr. William Wilson, and Miss Mary Wilson reside at Cleveland, Ohio, Mrs. Wm. Thompson, Mrs. Kate Robb, and Miss Annie Wilson at Philadelphia, Pa., and Mrs. A. P. Wood, at Duluth, Minn.

THE NEW CUNARD AND WHITE STAR STEAMERS.

A foreign contemporary in commenting upon the new Atlantic tonnage states that we have surely come very near the limits of size for the steamers that take the traffic of the Atlantic ferry, if the reported dimensions of the White Star steamer that is to be built to lower the record of the coming Cunarders is accepted as correct. They are said to be 700 feet long by 70 beam; and the horse power is to be 30,000. Comparing this with the measurements of the new Cunard liners, they are understood to be 600 feet between perpendiculars and 65 feet breadth of beam with a tonnage of 13,000, and a horse power equal to 26,000. The Teutonic and the Majestic, the largest hitherto of the White Star liners, measure 566 feet between perpendiculars and have a breadth of beam of 57.8 feet. The City of Paris and the City of New York measure 527 feet between perpendiculars, and are 63 feet in breadth of beam. The two White Star steamers are, therefore, already the longest afloat, and have the least breadth of beam in proportion to their length of any first-class Atlantic liner, yet the proposed new White Star liner is to be 134 feet longer than the longest now afloat, while preserving the proportion of one in ten between the length and the breadth. When it is remembered that the Brittannia, the first Cunarder, was only 207 feet between perpendiculars in her entire length, the jump of 134 feet all at once in the length of the longest Atlantic steamer is something astonishing.

NOTICE TO MARINERS.

Notice is hereby given that a second-class nun buoy, painted red, has been placed in 28½ feet of water, 700 yards S. E. by S. from a shoal with 19½ feet, to the northward of Squaw Island, Lake Michigan. The position of the buoy is as follows:

Seul Choix Pointe light house, W. ¼, N. 16½ miles.
Squaw Island light house, S. ⅞, W. 4⅞ miles.
Squaw Island shoal buoy, S. ⅛, W. 3⅛ miles.
Simmons' Reef light vessel, E. ⅛, S. 17¼ miles.

This buoy is 550 yards south of a line between Seul Choix Pointe light house, and Simmons Reef light vessel. By direction of the Light House Board.

NICOLL LUDLOW, Com'dr U. S. Navy.
Inspector Ninth Light House District.

ST. MARYS RIVER LIGHTS.

HARWOOD POINT RANGE.—Notice is hereby given that two fixed white tubular-lantern lights, shown from uprights about 750 feet apart, were established September 8, 1892, at Harwood Point, southeast end of Sugar Island, St. Mary's river, Michigan. The range intersects with the Dark Hole West Range at Little Mud Lake Buoy, black No. 13, marking the deflecting point near the upper end of Little Mud Lake from the latter range, and guides N. ½ W. to an intersection with the Hen and Chickens Range at Stribling Point Buoy, red No. 12.

By order of the Light-House Board.

JAMES A. GREER, Rear-Admiral U. S. Navy,
Chairman.

Office of the Light-House Board, Washington D. C., September 12, 1892.

THE REFORM AND CODIFICATION OF THE MARITIME LAW OF NATIONS.

The fifteenth conference of the Association for the Reform and Codification of the Law of Nations, will be opened at Genoa on October 5, and continued until October 11. The following are the subjects for discussion under the heading "Maritime Law:"

1. Territorial Waters: Report on answers to qestionaire, by Thomas Barclay, LL. B., Paris, secretary of the committee on this subject.

2. International agreement as to Tonnage: Paper by C. H. E. Carmichael, M. A., London.

3. Application of Contractual Rules to other branches of Maritime and Commercial Law as already applied to General average in the York-Antwerp Rules; by Dr. E. N. Rahusen, Amsterdam.

4. York-Antwerp Rules of General Average: The following resolution will be proposed by C. M'Arthur, President of the Liverpool Chamber Commerce:

"That in view of the practical inconvenience arising from the co-existence of two sets of York-Antwerp Rules of General Average, and the general acceptance by the mercantile world of the York-Antwerp Rules, as amended in 1890, the time has now arrived when the Association for the Reform and Codification of the Law and Nations may safely declare, 'That the York-Antwerp Rules, now having the authority of this association, are the rules as amended in 1890, and thus the original rules are rescinded.'"

5. Bills of Lading: "On what conditions are shipowners and merchants really in agreement?" By C. M'Arthur, President of the Liverpool Chamber of Commerce.

A CARGO CARRYING RECORD.

The largest cargo of wheat ever carried out of Chicago was that loaded on the Onoko Saturday. It was 113,829 bushels. The broken record was made by the Western Reserve, lately lost on Lake Superior, and was 112,431 bushels. In weight the Onoko's cargo is beaten only by of the record of the steamer E. C. Pope, which carried away 125,730 bushels of corn. The Onoko is the first metal steamer built in Cleveland. She is now under the command of Capt. William Gerlach, and her record for business is equal to the best on the lakes, both in point of carrying capacity and uniform regularity of trips.

THE MARINE RECORD ENDORSED BY ALL OF THE UNITED STATES MARITIME JOURNALS.

It is with great pleasure we reprint a consensus of opinions of the views expressed by the representative maritime journals of the United States.

In this connection we desire to thank our contemporaries for their kind wishes in our behalf, as also to re-state that our efforts will be centered in keeping THE MARINE RECORD in the front ranks of technical journalism, and always in the van of typographical improvements.

The Marine Record, of Cleveland, Ohio, was enlarged to twenty pages last week, which demonstrates the prosperity of the paper. Its proprietors, Irving B. Smith and Capt. John Swainson, have made a valuable property out of *The Marine Record* and its march of progress will doubtless continue uninterrupted. Our compliments and congratulations.—*The Marine Journal, New York.*

The Marine Record, of Cleveland, O., founded by A. A. Pomeroy, but now owned by Irving B. Smith and Capt. John Swainson, came to us last week in a new dress of type and containing twenty pages of reading matter and advertisements. *The Record* is a live, progressive marine journal, and its long career of successful chronicling lake shipping affairs has enabled it to present the lake-faring community with a most prosperous looking newspaper.—*American Shipbuilder, New York.*

THE ENLARGED MARINE RECORD.—*Seaboard* is delighted to be able to extend its heartiest congratulations to its esteemed contemporary, *The Marine Record*, of Cleveland, O., published by Messrs. Smith & Swainson, both veteran and able journalists, upon its increase to twenty pages, and its handsome primrose cover, as well as highly enhanced typographical appearance. This is an evidence of prosperity that is indisputable, and one that we trust may add additional prestige to *The Record* and lead to still greater improvements. After all, it is the well-arranged, carefully edited, and deeply interesting matter that it publishes which has given it the patronage and means to make this extension, and one of the pleasures that *Seaboard* feels in the enlargement is that it affords an additional means for our gratification in this regard.—*Seaboard, New York.*

TOLLS AT THE ST. MARY'S FALLS CANAL.

The following circular was issued by the Treasury Department, September 10, 1892:

To collectors of customs, northern, northeastern and northwestern frontiers:

Tolls as prescribed by the Department's circular, number 145, 1892, will be collected in the case of vessels passing through St. Mary's Falls canal, consigned to American ports, but whose manifests state that the cargo is to be exported to Canada, either to be retained there, or for export therefrom to a foreign country other than the United States. When the manifest shows that the final destination of the cargo is the United States, or a foreign place other than Canada via. the United States, whether the merchandise be subject to "shipper's orders" or otherwise, the collector will issue landing certificates accordingly, unless upon investigation he shall find that the manifest was made out with intent to defraud the United States, or to conceal the true final destination, and that tolls were properly payable, in which case he will withhold his certificate and take measures for the collection of the tolls due.

O. L. SPAULDING, Acting Secretary.

In accordance with the Presidential proclamation, General O. M. Poe, Corps of Engineers, U. S. A., now requires certificates from the customs officers showing compliance with the regulations relative to tolls on vessels passing through the St. Mary's Falls canal, and these instructions meet with the full approval of the Treasury Department. The collector of customs at Marquette, Mich., has been instructed to direct his officers to grant certificates to masters of vessels passing through the canal mentioned, showing that they have complied with the existing regulations as to tolls, under the President's proclamation of August 18, 1892. These certificates are to be presented by the masters to the United States engineer officer in charge of the St. Mary's Falls canal, before the "locking" of the vessels through it.

FLOTSAM, JETSAM AND LAGAN.

The new steam barge Seattle was successfully launched at Oscoda, Mich., and will at once go into the lumber trade for the H. M. Loud & Sons Lumber Co. The Seattle is 175 feet over all, 35 feet beam, and cost $30,000.

The Lake Superior Transit Co., plying between Buffalo, intermediate points, and Duluth, has given notice that, owing to the quarantine regulations against cholera, no more second-class passengers will be carried this year.

The owners of the steamer Saginaw Valley, which has been carrying grain from Green Bay to Buffalo, has run short steadily on every cargo. It is now found that the Green Bay elevator has 1,500 bushels of extra grain, but none of it will be turned over to the steamer which was defrauded out of that amount of grain by bad weighing.

James Sullivan, a deck hand on the steamer Wissahickon, jumped overboard while the steamer was lying at the Clark street bridge in Chicago last Thursday, and was drowned. The Captain said that Sullivan was evidently insane.

Chief Engineer Black of the steamer Pioneer is authority for the following statement of fast time made by that boat: Time consumed from Fort Gratiot to Detroit, 14 hours and 30 minutes, an average of 15½ miles per hour; time consumed from Detroit to the Soo, 24 hours and 30 minutes, an average of over 14 miles an hour.

A survey was held at Detroit Saturday on the little schooner Barkalow, which was dismasted a few nights ago by the steambarge City of Cleveland. Besides being dismasted and losing everything forward, the planking on the port side is sprung from the stem down nearly to her forefoot.

The French Trans-Atlantic S. S. Company has again taken up the subject of ocean lights. The proposal is to have light-ships at intervals of 200 miles, connected by telegraph cable.

The Marine Record,

ESTABLISHED 1878.

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HOWARD SPRAGUE, the marine artist, is about completing an oil painting of the steel steamer Western Reserve for THE MARINE RECORD, from which large-sized photo-gravure prints will be made and placed on sale on or about September 22nd.

PROF. CARPMAEL, director of the meteorological service of the Dominion of Canada has been engaged during the past few months in co-operating with the United States Weather Bureau in investigating the currents on the Great Lakes. In this service the bottle paper system has been used by both departments, nor has there yet been any better method devised for determiniug the set and drift of currents than that of the floating bottle system.

IN the economy found by the use of lightships on the lakes, in lieu of costly permament structures, there is, perhaps, a disposition to overdo even the building of these valued aids to navigation. There is certainly no reason for lightships to be constructed so as to withstand Atlantic storms when they will always be stationed in sheltered places, and tied up to a dock during the winter months. Rather does the consensus of opinions trend towards a sufficient number of moderately capable lightships than a too few aids of powerful and consequently expensive construction. Certainly a light once established is usually maintained, yet, in so far as lights at many lake points are concerned, the best results can be obtained at a much more moderate cost than on the coast.

THE heavy gale which swept over the lakes on the 13th is responsible for a succession of minor casualties, chiefly to sailing vessels. A raft containing three million feet of lumber was abandoned on Lake Huron, yet, such a circumstance is not regarded with the degree of alarm that would be felt if a large raft had got adrift on the Atlantic or Pacific coasts, or even in mid-ocean. The risk to passing vessels is no doubt an imminent one, but the training of lake seamen is such, that the helm is altered in time to avoid even floating surface obstructions of this nature, a feature, by the way, which does not enter into the navigation of less crowded waterways.

AT last the grantors of licenses have had backbone enough to suspend the papers of the men who were glaringly at fault in a Lake Michigan collision case. The supervising inspector of that district seems to desire a reformation, and his hands should be strengthened in every possible way. Both masters and mates of the Pilgrim and Kalamazoo, the latter of which lies sunk beyond recovery, are now freed from any liability to run steamers into other craft for the balance of this season, but, they are at perfect liberty to take charge of the deck of a sailing craft, and bounce her when and where they please, as no inspection law or license is required to rush a sailing vessel ashore, or into collision with either sail or steam.

LIFE-BUOYS, BELTS AND CORK JACKETS.

There is undoubtedly as large a share of rascality in the haunts of men to day as ever there was, nor need we visit the purlieus of the indigent to discover its existence. The axiom of commercial morality "to due everybody and see that nobody dues you," exists, perhaps, where little thought of, although it is a rule that works both ways, and herein rests the safeguard which we desire to point out to the sailing community at this time.

Life-belts, buoys and cork-jackets have 'ere now been sold and placed aboard ship according to *sample*, and at other times according to their exterior appearance, and nearly at all times without due tests or close inspection. Through the exigencies of their calling many of our readers will be travelling this fall with their hearts, figuratively speaking, "between their teeth," there will be many "touch and go" moments before the ice-king summons them to produce their summer earnings. Of course we do not know this, nor do we hope for anything but successful trips and little or no punishment, but in the ordinary course of events things will go as we have outlined, and it is well to have some stand-by at a critical moment.

Life-belts, buoys and cork-jackets have been known to float buoyantly for a brief period, until becoming thoroughly saturated, they simply anchored the "soul-case," depending on the assistance which they were supposed to be capable of rendering when required. Capt. Stannard, at one time the Government inspector of steamboat equipments at the port of Cleveland, O., used to bunch a string of these life-guards together, and anchor them with a weight while looking over the remainder of the outfit and apparel of the vessel he was inspecting, but the record saith not how many dummy's he discovered. It may be some trouble to inspect, test and make sure that the life-preservers contain only a good quality of cork, instead of a lining of such, stuffed with sawdust, or that a fibre having all the attributes of cork, until it becomes well soaked, is substituted for the real bark, but, the extremity to which any seaman is liable to meet, fully warrants a close attention being paid to life-buoys, belts and cork-jackets.

THE CLASSIFICATION OF LAKE STEAMERS.

Three is at least one material benefit to be expected, and many others will fall in its wake, from the recent unaccountable loss of a large new steel steamer on Lake Superior.

The main principle from which other good results are certain to ensue, lies in the official endorsement and guarantee placed upon new tonnage by their classification and rating in any universally known society for the survey of iron, steel, composite and wooden ships By this we do not mean simply a classified record of such tonnage being in existence. but to certify from properly qualified inspection during the various stages of construction that every known attribute of safety has been complied with and embodied in the completed hull or vessel.

In turning over the records of the classification societies it would no doubt be surprising to the uninitiated to learn that nearly the entire steam tonnage of the lakes has no structural rating or classification in the principal maritime registers, and this, by the way, is the primary reason why other maritime powers in their computation of the tonnage of all nations pass over irregardless of value or volume the entire tonage of the Great Lakes.

Hitherto, the shipbuilders of the Great Lakes, in addition to their other qualifications, have been called upon to perform the functions of surveyors, inspectors and guarantors of their own workmanship. Such a state of affairs speaks very highly for the conscientious work carried on in their shipyards, but, is it right to saddle these requirements upon men who have no voice or control in the treatment or keep up of the hulls after they have once left their hands? To the foregoing interrogatory there can be but one reply, and we emphatically assert, that the rating in a universally known classification society should be an ample guarantee, safeguard and clearance in so far as the ship is concerned, that she is capable of lasting and performing such service as the special requirements of her rating may call for.

That there is cause or reason for such tests and certification of chemical analysis of material of the hulls of iron or steel vessels, the same as is now in use for machinery, boilers, etc., we are not prepared to admit, believing that the several grades of stock manufactured by the bar and plate mills are carefully graded to suit all ordinary and general shipbuilding works. Besides this, a liberal departure from rules under which ocean and coast tonnage is constructed, may, with all due allowance for a factor of safety, be permitted on the lakes, and this too, in accordance with the particular trade for which a ship has been designed.

Granted, then, that a new vessel has been found qualified to rate over a term of years, is it not for the interests of all concerned that proficient and disinterested experts should be permitted to inspect and examine the property at stated intervals, so that all parts of the ship may be again vouched for, such a proceeding would undoubtedly be of value to the owners of large steamers, and give their tonnage an indisputable rating before the eyes of the world.

Stress may perhaps have been brought to bear on the annual government inspection of hulls and boilers; of the latter there is little room for comment, as every possible safeguard is thrown around the construction and usage of this piece of mechanism, but as regards the hull there is practically no inspection or survey, and the meaning of the duties of the government official who annually look over a metal steamer, would be better understood if the word equipment, instead of hull, was used. Such being the case, the owner of high classed modern iron or steel tonnage is left technically helpless in his desire to keep up the material efficiency of his floating property, nor can the weakness, necessity for changes, or the means of obviating a depreciative force be so clearly sighted or shown in a metal ship as in a wooden one. Hence, the agreement to let each period determine the action of the elements and carryiug career on the structure, would be clearly met by holding a technical survey at stated intervals. Such a system is in vogue in all other parts of the world, and why not with the steam fleet of the Great Lakes?

A SHIP REQUIRES TO BE WATERBORNE.

AN assertion frequently heard when the inherent qualities of metal and wooden ships are discussed in certain circles, is, that the wooden vessel will stand to be pounded or bounced over a hard or soft bottom with less resultant damage, danger, or expense in repairing, than a metal vessel. This however seems a negative quality when viewed from the standpoint of a ship requiring to be at all times waterborne.

If such an apparently reasonable and practical statement as the believers in wooden ships maintain to be beyond contradiction, was based on correct principles, the result would be palpable in the continued and increased activity in wooden shipyards, and only the special or minor tonnage might be found under construction in the metal shipyards of the lakes. Is this so? Certainly not! for all vessel men are aware that the contrary is the rule not only on the lakes but the world over. How then may the change from metal to wood be accounted for if not in their superior ability as safe and economical carriers by water. Such we opine is the unqualified verdict of large and important transportation companies, who, not being gifted with the unalterable devotion of those who have gained a wide and perhaps enviable experience in good staunch oak bottoms, are still quite willing to accept the every day results shown in the capabilities of metal vessels, and to invest their capital in that class of tonnage in preference to wood, at least, such is the only inference which can be drawn from the cogent reasoning set before us in the statistics of new tonnage and the decline of wooden shipyards and shipbuilding.

It is not our desire, however, at this time, to enter into a discussion of the tests that have already been applied as tending to show the comparative merits of any form or class of constructive material, but rather to briefly point out the principle and unalterable conditions under which the hull of a vessel has hitherto been constructed. In this connection we surmise that men of varying opinions will freely admit that flotation is the ultimate object in view at all stages of the constructive, and finishing work on a vessel. She is designed to be at all times water-borne, and on such a basis are the major portion of strains and stresses, due to the unequal surfaces of the body in which she floats, compensated for by allowing additional strength as a factor of safety, and for the steady depreciation of material. In thus stating the fact that a vessel is built to be water-borne, no exception need be taken to the operation of dry docking, for keel blocks and shores are so arranged as to accommodate the structural form of the vessel in the easiest possible way, if not, old wooden vessels whose camber has not been considered, are liable to weep as much and some times even more than before they were dry docked, yet, when properly placed, the experience by no means detracts from the structural ability of the hull, and is entirely harmless when compared to the experience of a large vessel taking the ground in a dry harbor.

A hull then is constructed to be water-borne; yet opposed to this view, we find a concensus of opinion insisting upon the capability of wooden hulls to sustain and withstand a semi-flotation, brought about in the form of frequent partial strandings at various points of the construction, and as a matter of course under the varying conditions of a freight carrier. At these times it is said the wooden vessel discounts the iron vessel and gets over the ground without serious trouble or damage, an impossible thing, it is said, for an iron ship to do, and the assertion yet lacks contradiction. In the event of this new order of construction, embodying the principles of a plough and a ship being found essential for lake navigation, there is a vast deal of work ahead of the lake shipbuilders in harmonizing the first principles of combined flotation and frog-jumping movement and stresses on an iron hull; otherwise the days of calking irons and mallets may again be heard in the wooden shipbuilding yards of the lakes, though they also would need to be resuscitated from their long dormant lassitude.

However, it is probably within the bounds of the art of metal shipbuilding, to so construct a hull as to make it either a plowing, dredging, serpentine or floating means of locomotion, yet, to combine all these characteristics in one vessel would certainly be at a great sacrifice of carrying capacity and modern transportation facilities, so that, until another growth of heavy oak timber is ready to be hewn, material for the construction of vessels will likely come from the bowels of the earth, instead of being taken from the crust, as formerly.

TERRITORIAL RIGHTS IN THE ST. CLAIR FLATS CANAL.

The Toronto *Empire* in a recent issue goes over the ground at St. Clair Flats Canal in the following strain, and while there is nothing new either in the facts or the contention thereof, we think it advisable to reprint the views of our Dominion contemporary, although it seems like begging the question for the Canadians to pass the channel between Bois Blanc and Malden.

"At intervals during a great many years the question of national ownership in certain territory or waters at the mouth of the St. Clair river has been discussed between Canada, Great Britain and the United States. Of late, whenever friction has occurred between the Dominion and the Republic, either in regard to boundaries, fisheries or tariffs, this question has arisen in some shape or another. Especially has this been the case since the American policy at Sault Ste. Marie was inaugurated, and a letter from an esteemed correspondent published on Saturday, affords an opportunity to consider briefly the claims of the United States concerning a region in which its government has spent considerable money in building the St. Clair Flats Canal—at present the only outlet for commerce coming through Lake Erie, the Detroit River, and the Lake and River St. Clair into Lake Huron.

In December 1888 the United States passed a resolution directing the Secretary of War to report, as to whether the channels in ordinary use on the St. Clair Flats were under American or Canadian jurisdiction. An elaborate statement was submitted by the Chief of Engineers, U. S. Army, and in this document it may be presumed are to be found the claims of the American Government. But throughout, the only proposition advanced is, that all of the canal west to the boundary line is in the Uuited States, and that to the east is in Canadian territory. The further assertion is made that the eastern part is very small, and that the exceedingly vague language of the Washington treatypractically admits entire American jurisdiction. By this treaty (Article 27.) 'The Government of the United States engages that the subjects of her Britannic Majesty shall enjoy the use of the St. Clair Flats Canal on terms of equality with the inhabitants of the United States.' With the addition of a map accompanying the Boundary Commissioner's report, under the terms of the Treaty of Ghent in 1814, which appears to prove the canal to be on American soil, this seems to be the American case.

"For a long period the discussion was regarding the location of the old Ship Channel, through which the present canal is built. That Canadians generally considered it to be on British soil is proven by the Government of Canada having appropriated $20,000 (then a large amount) in 1855, to the deepening of the Flats. In that year (10th April) the Secretary of the Buffalo Board of Trade wrote to the Provincial Secretary of Canada asking aid, and saying that on the President vetoing a bill in 1854, which proposed to give a large sum of money for the improvement of the entrance to the Old Ship Channel, the Board itself proposed to carry on the work, but 'It was ascertained that the channel was in Canadian water, and the project was therefore abandoned:' In 1858 the $20,000 was duly expended, and in 1870 the American Congress voted $70,000, after which the canal was built. It was in the latter year, and during the construction period that the seizure of a Canadian barge for smuggling in what the captain supposed to be Canadian waters, reopened the whole question, and caused wide discussion.

"By the Treaty of Ghent, 24th December, 1814, between Britain and the States, the boundary line question was referred to two commissioners to settle in accordance with the former treaty of 1783, in which the line was said to be drawn through the middle of all the Great Lakes, and the communications between them. Under this treaty (Artical 6) it is declared that 'the said commissioners shall by a report or declaration under their hands designate the boundary." Messrs. Barclay & Porter were appointed to act, and reported the boundary line as follows:

"To the north-west of and near the island called Isle a la Peche to Lake St. Clair, thence through the middle of said lake in a direction to enter that mouth or channel of the river St. Clair which is usually denominated the Old Ship Channel."

Evidently, from this wording, it was intended that the line should be drawn straight from near the island of La Peche to the then navigable portion of the River St. Clair. Such a line would appear to place the St. Clair Flats Canal in Canadian territory. Furthermore, the commissioners being instructed to designate the boundary by a report or declaration, the map which accompanies their report, and which by some curious accident makes the canal appear on American soil, is neither legal nor binding evidence. This, at least, was the contention of Canada in a Privy Council Report of 14th February, 1871, in which it is said that "the maps are not receivable as evidence of the exact location of the boundary line, for the contracting parties confined the commissioners' decision to a declaration or report.' Furthermore, the Privy Council statement says

"'On the case (the barge seizure) coming to the knowledge of the Government, they caused a survey of the canal to be made, and on carefully comparing its ascertained position with that of the International boundary line, as described in the Report of the Commissioners appointed under the 6th article of the treaty of Ghent—the Committee of Council have arrived at the conclusion that the canal is wholly within Canadian territory.'

"Subsequently the matter was referred to the Imperial Government for action, and Lord Kimberly, then Colonial Secretary, (27th April, 1871, (supported the Canadian contention regarding the maps. Said he: 'Her Majesty's Government are further advised that considering the character of the Report, and of the reference to the map, the latter can only be referred to as illustrating the report.' Lord Kimberly added that if the two were found at irreconcilable variance, the report must prevail. It will therefore be seen that the ownership of the territory in question by the United States is very far from being an assured fact."

A BETTER FREIGHT OUTLOOK.

The ore and wheat interests have already began to clash to such an extent as to already increase freight rates on down bound cargoes. The freight market is strong, and rates are rising.

Three cents is still the quotation from Duluth to Buffalo as we go to press, but the capacity is not to be obtained at that figure on account of the stiffer feeling in the ore market, and 3¼ is now asked. Two and a half cents is the Chicago quotations, and the market is strong at that.

Ore freights are stiffening, and as two and a half cents on wheat is equal so far as weight is concerned to more than ninety cents on ore, vesselmen are holding out for at least eighty cents on Escanaba ore tonnage, and are confident they will obtain that rate before the close of the week. The Ashland and Two Harbor rate is quoted at $1.10, and while no charters on this basis have yet been reported, several ore shippers admit that business has been transacted at that figure. The Marquette rate has been ninety-five cents all this week, with little doing. Almost all the rates quoted above are advanced over those given in last weeks RECORD, and it is probable that after another week rolls by still further advances will be noted.

The scarcity of coal at lower lake ports, with the crowded condition of the docks above, makes an advance of up-bound freights at present an impossibility, especially so far as Lake Superior is concerned. Rates remain fifty-five cents to Chicago, fifty cents to Milwaukee and Manitowoc, forty-five cents to Escanaba and Gladstone, and forty cents to Lake Superior with many more boats than cargoes.

CANADIAN TONNAGE THROUGH THE "SOO."

Last year Canadian tonnage passed through the St. Mary's Falls canal to the amount of 350,952 tons. According to Supt. Wheeler the total may be larger this season. This tonnage is carried by thirty-eight steamers and nineteen sail vessels, whose total registered tonnage is 26,744 tons, and whose total valuation is $2,119,500. The most important line of Canadian boats using the canal is the Clyde built steam ships running between Owen Sound and Port Arthur for the Canadian Pacific Railway. The Manitoba, Alberta and Athabasca, each of which passes through the canal twice a week. Next to these are the Monarch and the United Empire of the Beatty Line running between Port Arthur and Sarnia. All of these carry both frieght and passengers. The largest Canadian freighters are the Rosedale and the Algonquin, running between Montreal, Kingston and Port Arthur.

A NEW ROUTE TO THE COAST.

Mr. William Smith, the Canadian Deputy Minister of Marine, in an article on Hudson Bay in the London *Nautical Magazine*, expresses his belief that in time, what is generally called the Hudson Bay route, to Canada's northwest grain fields will become a most wonderful success. He admits, however, that the season there for navigation must necessarily be short. But like all other believers in the route, he gives the open season as lasting from the first of July to the middle of October, a length of time not justified by past experience of whalemen who have frequented the Bay for many seasons, and not warranted by the conditions of the climate. Even within the period mentioned, Mr. Smith says that during July floating ice is encountered in Hudson Strait, and a great deal of fog abounds. The whole difficulty is to be encountered in the Strait, which is so far north that the really safe season there for navigation by cargo carrying steamers, owing to ice and fogs, will be confined to about two summer months. During that time the route may be considered safe, but whether it would became great commercially is to be doubted.

TRANSPORTING RAILROAD CARS.

A few years ago the idea of running railroad cars on a boat for the purpose of ferrying across to another track was novel to say the least. At first the transfer was only made over narrow streams, where it was inconvenient to bridge, but as the science progressed wider waterways were crossed by railroad transfer ferries and for some time past such movement of passenger and freight cars has ceased to attract attention save where the passage is one of remarkable length. At present one of the longest water trips of this nature is from New York to Wilson Point, a distance of thirty miles across Long Island Sound, the depth of water traveled being an average of thirty feet. Another is from Norfolk to Cape Charles, Va., a distance of forty miles across Cheasapeake Bay, the average depth of the channel being only twenty feet. On neither of these water-railroad lines is any bad weather experienced at any time of the year, for the routes are well sheltered by the adjacent shores. A railroad company on the lakes, however, are now making preparations for a huge advance in the matter of a long distance railroad ferrying and propose to ferry freight cars from Frankfort across Lake Michigan to Kewaunee, Wis., a distance of 63 miles over stormy waters of an average depth of 700 feet. It is certainly one of the boldest schemes that any corporation has ventured on for many a day, and the ultimate success of the enterprise will be looked forward to with interest by all the great carriers of the world.

SUCCESS OF THE PEARY ARCTIC EXPEDITION.

The Peary Expedition which sailed from Philadelphia about eighteen months ago for artic explorations has composed of seven men, besides the chief of the party, and Lieutenant Peary was accompanied by his plucky and devoted wife. The expedition was carried to its destination from St. John's in the same vessel that brought it back, the Kite came back immediately after landing these adventurous explorers, and started after them afresh this year in accordance with the original programme.

The objective point was the spot to which Lockwood and Brainerd, of Lieutenant Greeley's party carried the American flag in 1882, in latitude 83° : 24 the nearest approach ever made by civilized man to the pole. Lieut. Peary has carried out his plans fully, and made a great inland ice journey of 1,500 with Mr. Astrup, and through the members of the party who remained at McCormick Bay, has made a rich collection of the flora, fauna, and ethnology of North Greenland, besides which he has demonstrated the ease and comfort with which a winter can be spent in the artic regions.

The United States may now claim highest discoveries on Greenland east coast. Independence Bay 82 degrees north latitude; 34 degrees west longitude, discovered July 4, 1892. Greenland ice cape ends south of Victoria inlet.

The highest point heretofore attained on the east coast is about 75 or 76 degrees, and was made by Holdenby, a German. The highest point on the west coast was 83 degrees made by Lockwood and Brainard of the Greely expedition.

No traces of human life presented themselves during the entire journey, and scarcely a vestige of animals, excepting snow buntings at or about the Humboldt glacier, and sea gulls which flitter across the narrow North. A number of musk oxen were observed and procured beyond the eightieth parallel.

In boldness of conception, in results obtained, and in the scantiness of the resources with which to attain the results, the Peary-Astrup journey stands almost unparalled in the annals of arctic discovery, and outranks the brilliant achievements of Nopsen in his first crossing of Greenland. The expedition fully establishes the soundness of the views Lieutenant Peary had for years advocated regarding the art of travel over the inland ice, and will doubtless tend to revolutionize the methods of arctic explorations. The ethnological work of the expedition is probably more complete than any that has heretofore been conducted in the far north.

THE CANADIAN CANAL AT SAULT ST. MARIE.

Great efforts will be put forth to finish the Canadian Soo canal by July 1 next year. If this be done it will be 18 months ahead of the time specified by the contract, and will necessitate the pushing of the work day and night. The approaches to the canal are practically complete, but the delay in pushing the work fast is caused by the tremendous amount of masonry involved in the lock, amounting in all to 65,000 feet. The dimensions of the lock will be: Length of chamber, 900 feet; width of chamber, 60 feet; gate width, 60 feet; depth of water on sills, 19 feet at the lowest recorded water level. This depth though calculated on a different basis (extreme low instead of "mean" water level) is intended to be equivalent to the depth (21 feet) of the new lock now under construction on the Michigan side of St. Mary's river. In this lock accommodation will be afforded to three vessels lying in the lock one behind the other—one of the lake type of 320 feet long and and two of the Welland canal type 255 feet long —with ready means of entrance and exit on a course through the gates and locks straight with the line of the canal. The canal proper will have a width at low water level of a hundred and fifty-two feet, and a bottom width of 145 feet. The depth will be made suitable to navigation at mean water level by vessels drawing twenty feet, and it is stated that the mode in which the Canadian lock is being built, will enable a lockage to be performed in less time than it takes on the Michigan side.

MARITIME LAW.

COLLISION—HUDSON RIVER NAVIGATION—TOWS MEETTING—DUTY OF TOW STEMING TIDE TO STOP.

U.S. District Court Southern District of New York.

Two large tows were approaching each other at night in the upper part of the Hudson River, where the channel is very narrow. It was evident that by keeping on they would have to pass at a place opposite what is called the Stone Light, just above Van Wier Point, where there is a curve in the river and some rocks; the river above the Light is straight. Held, that it was the duty of the descending tow, which was coming against the tide, to stop in the straight reach above the Light, and not, by keeping on, attempt to pass in the narrow and crooked channel opposite the Light; and for such attempt, the descending tow was in fault for the collision which ensued between the tows. BROWN, J.

PERSONAL INJURIES—FALL INTO HATCH—DEFECTIVE COVER.

U. S. District Court, Southern District of New York.

Owing to the warping of their supports in hot weather, the hatch covers of a ship did not fit tightly over the hatch, which fact was unknown to the libellant, who had recently shipped as a sailor on the ship. In consequence of such warping, as libellant was assisting in putting the covers on the hatch, which he had been ordered to do, one of the covers slipped, causing libellant to fall into the hold. Held, that the ship was liable for his injuries, which the court fixed at $750. BROWN, J.

WHARFAGE—NAVIGABLE STREAM—DUTY OF WHARFINGER—RIVER BED.

U.S. District Court, Southern District of New York.

The owner of a wharf in a public navigable stream some one hundred and fifty feet wide is not required to care for the bed of the stream beyond the spot at the end of the wharf where vessels, against whom wharfage is charged, are accustomed to moor. Where a boat moored at high water nearly in the middle of a stream, outside of three other boats at such wharf, without directions from the wharfinger, paying no wharfage, and not being liable to pay any, and the person in charge of her ascertained some time after her arrival and before the tide fell, that the bottom was uneven, and knew that he would be aground at low water; and at low water the boat did take the bottom and received injury. Held, that the vessel took the risk of injury arising from the nature of the bottom, and could not recover for her damage. BROWN, J.

WHARVES ON TIDE LANDS.

In the absence of legislation or usage, the common law rule would govern the rights of the upland proprietor, and by that law the title to tide lands is in the state. The state has the right to dispose of them in such manner as she might deem proper, as is frequently done in various ways, and whereby large areas are reclaimed and occupied by cities, and are put to public and private uses, state control and ownership therein being supreme, subject only to the paramount right of navigation and commerce. The whole question is for the state to determine for itself; it can say to what extent it will preserve its rights of ownership in them, or confer them on others. An upland owner on tidal waters has no rights, as against the state or its grantees, to extend wharves in front of his land, or to any private or exclusive rights whatever in the tide lands, except as he has derived them from the statute. The Oregon statute, which authorizes riparian owners on navigable rivers, within the corporate limits of any incorporated town, to construct wharves in front of their land, is not a grant of the tide land; and where the license therein given is not exercised before a grant of the tide land, no license thereunder exists.

Bowlby v. Shively, Supreme Court of Oregon, 30 Pac. Rep. 154.

GOOD WORDS FOR "THE RECORD."

THE MARINE RECORD has a new dress of type and its carrying capacity is considerably increased by the addition of four pages in the shape of a handsome cover.—*Cleveland Leader.*

STURGEON BAY, Wis., Sept. 16, 1892.

To The Marine Record.

I am more than pleased with THE MARINE RECORD and think it should be on file in every office connected with the lake marine, as it is without doubt the best paper devoted to the marine interests of the Great Lakes that is published on the continent. I wish you continued prosperity.

A. N. DIER,
Superintendent Sturgeon Bay, and Lake Michigan Ship Canal Harbor Company.

THE MARINE RECORD, of Cleveland, turned out last week considerably improved in its already good appearance. The size of the publication has been increased to sixteen pages, not including the cream colored covers, which have been added. It is practically now a twenty page paper, after beginning ten years ago as a four page sheet. This rapid development can be attributed only to its editor's indefatigable knack of gaining the interested attention of marine men on both sides of the line and keeping it. Beside its advance in size and presentability, with its last issue, THE MARINE RECORD bestowed on its readers a fine photogravure production of a night view of the new passenger steamer Chicora, whose namesake is owned here by the Niagara Navigation Company. The original is a painting by Mr. Howard Sprague which was made expressly for THE MARINE RECORD.—*The Globe, Toronto, Ont.*

THE BERING SEA CASE.

The second phase of the Bering Sea arbitration has been passed, and closed with the exchange of cases between the agents of the principals. The preparation of the original case for the United States has largely engaged the attention of Secretary Foster. It embodies the most minute historical collection of all the facts connected with the Russian ownership of Alaska, so far as they bear upon the question of maritime jurisdiction in Bering Sea, and control of the seal fisheries. There is also an exhaustive analysis of the correspondence early in the present century upon the government of Great Britain and Russia touching the question of jurisdiction; a recital of the Russian ukase, reserving the waters of Bering Sea for the exclusive use of Russian fishermen and sealers, and a strong argument to show that the entire right of jurisdiction asserted by Russia was acquired by the United States under the terms of the treaty of cession negotiated by Secretary Seward in 1867. All the ammunition is not exhausted. Yet it may safely be assumed that the representatives of the United States have reserved sufficient material to enable them to make a strong counter case. This will be the next or third phase of the arbitration. Senator Morgan the only one of the two United States arbitrators now in this country, has been supplied with a copy of the British case, and the representatives of the United States Government have already begun to scrutinize the documents with a view to preparing the counter case, or reply, as it may be termed, and this latter work is likely to occupy their attention for many weeks.

AUGUST TRAFFIC THROUGH THE ST. MARY'S FALLS CANAL.

Freight passing through the St. Mary's Falls canal during the month of August was again greater in the aggregate than during August of any previous year in the history of the canal. The total was 1,772,731 net tons, of which 1,300,341 tons was eastbound and 472,390 tons westbound. The traffic was divided as follows:

	Eastbound.	Westbound.
Coal	.....	414,448 tons.
Flour	760,860 bbls	175 bbls.
Grain	.....	12,850 bu.
Corn	343,498 bu.	.....
Wheat	3,121,253 bu.	.....
Building stone	6,535 tons.	.....
Copper	8,062 tons.	.....
Manufactured iron	.....	11,365 tons.
Iron ore	958,774 tons.	.....
Iron, pig	10,488 tons.	.....
Salt	.....	30,070 bbls.
Lumber	73,607 M ft.	.....
Silver ore	300 tons.	.....
Unclassified freight	17,342 tons.	41,507 tons.
Passengers	4,253	4,491

As compared with July the most important differences are a decrease of 127,555 tons of coal, an increase of 26,068 tons of iron ore, and a decrease of 1,435,532 bushels of wheat.

AN OPEN PORT FOR WINTER TRAFFIC.

The attempt last winter to run boats into St. Joseph, Mich., was nearly a failure owing to a sandbar off the mouth of the harbor. A substantial appropriation was obtained from the last Congress for the improvement of this harbor, and the government dredge has already began to remove the bar at present existing there. With sufficient depth of water the Chicora, Fountain City, and several other well known Lake Michigan steamers will be kept running all through next winter.

CANADIAN STEAMERS PAYING TOLL AT THE "SOO."

The amount of tolls paid for freight vessels passing through Ste. Mary's Falls Canal for the twenty-four hours ending Monday night were as follows: Steamer Monarch, from Sarnia to Fort William, 408 tons, $81.60; steamer Manitoba, Owen Sound to Port Arthur, 392 tons, $78.75; steamer Athabasca, Port Arthur to Owen Sound, 1,403 tons, $280.61. The steamer Rosedale recorded the heaviest contribution so far by paying tolls to the amount of $347.60 for 1,738 tons of wheat, Fort William to Kingston. A question arose relative to paying tolls on freight destined to Manitoba which is landed at Duluth. but Deputy Collector Carleton referred pursers of boats to a ruling of Secretary Spauldidg on that point. "That freight destined to Canadian ports, even if landed at American ports and then sent by rail, was liable to tolls.

TO CARRY THE UNITED STATES MAIL.

Postmaster General Wanamaker has opened bids under the Department dated May 25, 1892, issued in pursuance of the act of Congress approved March 3, 1891, entitled, "An act to provide for ocean mail service between the United States and foreign ports, and to promote commerce."

Postmaster General Wanamaker in an interview stated that he was highly gratified with the bids. The proposals of the International Navigation Company (Inman Line,) will require four or five new ships of the finest type, necessitating an outlay of from $8,000,000 to $10,000,000, and the service proposed is not only first class, but doubly first class, because it contemplates what has never before been done, that is, a line from an American port carrying mails and passengers not only to a British port but to a French port also. Southampton and Boulogne or Havre will be the ports of call.

The offer of a line from Buenos Ayres is also gratifying. The company bidding state that they can start the first steamer by the end of the present month, and this would be the first steamer under an American flag to be sighted regularly on the river Platte. As the Argentine country is now quarantined against British and German ports, it would be an opportune time to send out American products.

Service is also offered for Brazilian ports upon a fixed schedule or shorter time than the present slower and irregular service. "It is very much to be regretted, however," said the Postmaster General, "that no bids were received for service from Newport News or Mobile. From the earnest demand on the Postoffice Department to include Southern ports in the advertisement it was expected that lines would be projected from Baltimore, Richmond and Mobile.

PROPOSALS.

U. S. ENGINEER OFFICE, Duluth, Minn.. August 19, 1892.—Sealed proposals for constructing a breakwater at Ashland, Wisconsin, will be received at this office until 12 m., September 27, 1892, and then publicly opened. Specifications, blank forms, and all available information will be furnished on application to this office. W. L. FISK, Captain, Corps of Engineers.

U. S. ENGINEER OFFICE, Duluth, Minn., August 16, 1892.—Sealed psoposals for constructing a breakwater at Agate Bay, Minn., will be received at this office until 12 m., September 27, 1892, and then publicly opened. Specifications, blank forms, and all available information will be furnished on application to this office. W. L. FISK, Captain, Corps of Engineers.

U. S. ENGINEER OFFICE, GRAND Rapids, September 10, 1892. Sealed proposals for dredging in Frankfort Harbor, Michigan, will be received at this office until noon of Tuesday, September 20, 1892, and then publicly opened. Specifications, blank forms and all available information will be furnished on application to this office. WM. LUDLOW, Major of Engineers, Bvt. Lieut. Col. U. S. A. Sept. 15.

UNITED STATES ENGINEER OFfice, 34 West Congress street, D troit, Mich., September 8, 1892. Sealed proposals for furnishing by the hour 1 dredge, 1 tug, and 2 dump scows, for use at Detroit River, Mich., will be received at this office until 2 p. m October 8, 1892, and then publicly opened. Specifications, blank forms, and all available information will be furnished on application to this office. O. M. POE, Colonel, Corps of Engineers, etc. 9-15-10-6

U. S. ENGINEER OFFICE, HICKOX BUILDING, 185 Euclid Avenue, Cleveland, Ohio, August 15, 1892. Sealed proposals for dredging in straight channel through Maumee Bay, for Toledo Harbor, Ohio, will be received at this office until 2 o'clock p. m. of Thursday, September 15, 1892, and then publicly opened. Specifications, blank forms, and all available information will be furnished on application to this office. JARED A. SMITH, Lieut. Col. Corps of Engineers, U.S.A. 9-1-15

TREASURY DEPARTMENT, WASHington, D. C., September 3, 1892. Sealed proposals for constructing a steam propeller, to be named Wm. Windom, for the United States Revenue Cutter Service, will be received at this department until 2 o'clock p. m. Wednesday, October 5, 1892. Bids must be in accordance with the instructions on page 5 of the specifications, and be addressed to the Secretary of the Treasury, and indorsed on the envelope, "Proposals for construction of steam propellers for United States Revenue Cutter Service." Specifications for the work will be furnished to parties desiring to submit bids upon application to this department. The right is reserved to reject any or all bids, and to waive defects, if deemed for the interest of the government so to do. CHARLES FOSTER, Secretary.